

The following table compares the existing Subdivision Street Requirements regulation (24 VAC 30-91) with the new Secondary Streets Acceptance regulation (24 VAC 30-92), and discusses significant changes between the two.

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
10	same	<ul style="list-style-type: none"> Defines term “resident engineer” and describes other positions performing duties related to subdivisions. 	<ul style="list-style-type: none"> Defines term “district administrator’s designee” (<i>To reflect current delegation of duties practice within VDOT and reflect statutory change in title for resident engineer.</i>)
10	same	<ul style="list-style-type: none"> Defines the term “subdivision street.” 	<ul style="list-style-type: none"> Defines the terms “subdivision” and “street” separately (<i>The new regulations will cover additions other than subdivision streets, in accordance with §33.1-70.3.</i>)
10	same	<ul style="list-style-type: none"> Defines terms with references to technical documents, such as the Road Design Manual and various parts thereof. 	<ul style="list-style-type: none"> Revises references to technical documents in selected definitions and references to the Road Design Manual, in addition to the Subdivision Street Design Guide. (<i>The Road Design Manual includes the Subdivision Street Design Guide as Appendix B as well as other road design standards for secondary highways.</i>)
		<ul style="list-style-type: none"> Applies provisions of the chapter to “streets.” 	<ul style="list-style-type: none"> Applies provisions of the chapter to “streets and network additions.” (<i>The concept of network additions is designed to facilitate the use of flexible connectivity metrics to measure connectivity of the road network, which improves the effectiveness of the transportation network by providing alternate routes, encouraging transfer of local trips to local roadways and away from arterials, and reducing emergency response times due to more direct access. Connectivity the road network with the existing and future road network is required pursuant to §33.1-70.3 of the Code of Virginia.</i>)
10	same	<ul style="list-style-type: none"> Defines terms pertinent to the subject of the regulation, such as “resident engineer” and “nonresidential street.” 	<ul style="list-style-type: none"> Revises list of definitions. For example, adds definitions for “alley,” “external link,” “link,” and “planting strip;” revises “county controlled grade separation structure” to “locally controlled grade separation structure;” and deletes definitions for “AASHTO,” “county official,” “neotraditional development,” “single family residence,” “mountainous terrain,” and “loop street.” (<i>To reflect current engineering practices concerning the scope of regulation, or for clarity.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
50	60	<ul style="list-style-type: none"> • Uses the term “public service” in establishing criteria relating to acceptance of streets into the secondary system under the catchline “Service requirements.” 	<ul style="list-style-type: none"> • Uses the term “public benefit” to describe general requirements, including “public service,” that must be met prior to a street’s acceptance into the secondary system of highways. Public benefit is provided if the street “meets or exceeds the public service, pedestrian accommodation, and connectivity requirements of the applicable area type of this chapter.” (<i>Connectivity of streets and pedestrian facilities is required pursuant to §33.1-70.3 of the Code of Virginia. Connectivity of the transportation network will increase the capacity and efficiency of the network as well as provide alternative and redundant routes for emergency service providers and others.</i>)
		<ul style="list-style-type: none"> • Assigns certain duties to the Director of Local Assistance. 	<ul style="list-style-type: none"> • Assigns certain duties to the Director of Asset Management. (<i>To reflect current delegation of duties within VDOT.</i>)
10	same	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Adds definitions for: alley, connectivity index, district administrator’s designee, external link, link, locally controlled grade separation structure, local official, multi-use trail, network addition, node, plan of development, planting strip, private streets, privately maintained streets, smoothed urbanized area boundary, smoothed urban cluster boundary, stub out, tree well. (<i>To define new terminology and concepts critical to understanding the regulation.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
10	same	<ul style="list-style-type: none"> See next column. 	<ul style="list-style-type: none"> Amends definition for clear zone. (<i>To clarify.</i>) Amends definition for complete development (streets). (<i>To add reference to public benefit requirements.</i>) Amends definition for cul-de-sac. (<i>To remove specific focus on the turnaround area.</i>) Amends definition for district administrator. (<i>To correct grammar.</i>) Amends definition for functional classification. (<i>To more accurately define the term.</i>) Amends definition for intersection. (<i>To replace the term “legs” with the concept of “links.”</i>) Amends definition of level of service. (<i>To specify that the term relates to vehicular traffic, rather than any other type of traffic.</i>) Amends definition of parking bay. (<i>To more accurately define the term.</i>) Amends definition of projected traffic. (<i>To remove the term “subdivision,” which is generally not used in this regulation.</i>) Amends definition of requirements. (<i>To include the concept of public benefit.</i>) Amends definition of shared use path. (<i>To define in terms of specifications rather than authorizing statute.</i>) Amends definition of street. (<i>To define in terms of development plans and to remove non-descriptive language.</i>) Amends definition of traveled way. (<i>To replace the term “subdivision” with the term “secondary.”</i>)
10	same	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Defines “commissioner” to include a designee. (<i>To reflect current processes and procedures within VDOT.</i>)
10	same	<ul style="list-style-type: none"> Defines “abandon.” 	<ul style="list-style-type: none"> Defines “abandonment.” (<i>To correct grammar.</i>)
10	same	<ul style="list-style-type: none"> Sets forth a definition for “Director of the Local Assistance Division.” 	<ul style="list-style-type: none"> Sets forth a definition for “Director of the Asset Management Division or his successor or designee” (<i>To reflect current delegation of duties within VDOT.</i>)
10	same	<ul style="list-style-type: none"> Defines “discontinue.” 	<ul style="list-style-type: none"> Defines “discontinuance.” (<i>To correct grammar.</i>)
10	same	<ul style="list-style-type: none"> Defines “subdivision street.” 	<ul style="list-style-type: none"> Defines “street.” (<i>To update terminology to be consistent with legislation.</i>)
10	same	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Specifies “VDOT” as a substitute for “department.” (<i>Stylistic.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
20 (A)	same	<ul style="list-style-type: none"> Requires that other transportation approaches to be considered by VDOT be consistent with <i>geometric</i> requirements of this chapter. 	<ul style="list-style-type: none"> Requires that other transportation approaches to be considered by VDOT be consistent with <i>design and connectivity</i> requirements of this chapter. (<i>To meet the requirements concerning connectivity established in §33.1-70.3 of the Code of Virginia.</i>)
20 (A)	same	<ul style="list-style-type: none"> States that “[a]ny plans submitted for review that contain only streets proposed for maintenance by <i>others...</i>” 	<ul style="list-style-type: none"> States that “[a]ny plans submitted for review that contain only streets proposed for maintenance by <i>entities other than the department...</i>” (<i>To improve clarity.</i>)
20 (A)	same	<ul style="list-style-type: none"> See next column. 	<ul style="list-style-type: none"> (<i>Rephrases paragraph concerning streets to be privately maintained in order to bring additional clarity.</i>)
n/a	20 (A)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Requires that all notations made on plats or similar instruments pursuant to this section be in accordance with § 33.1-72.2 of the Code of Virginia. (<i>To ensure compliance of the regulation with statute.</i>)
n/a	20 (B)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Adds a section on vesting and grandfathering certain streets planned prior to promulgation of the regulation so that those may be governed by the former regulations. (<i>Vesting and grandfathering language are consistent with §§ 15.2-2260 and 15.2-2261 at the time of drafting and with Chapter 382 of the 2007 Acts of Assembly.</i>)
20 (B)	20 (C)	<ul style="list-style-type: none"> Establishes an effective date so that streets proposed for acceptance after <i>July 1, 2005</i>, will be <i>accepted</i> in accordance with this regulation. 	<ul style="list-style-type: none"> Establishes an effective date of the regulation so that streets proposed for acceptance after <i>a date to be determined</i> will be <i>considered</i> in accordance with this regulation. (<i>Necessary updating to reflect date when the regulation will be effective. Uses the word “considered” to clarify that acceptance is not automatic but rather contingent upon meeting the requirements of this regulation.</i>)
20 (C)	20 (D)	<ul style="list-style-type: none"> Establishes a transition period wherein streets may be considered under either this regulation or the <i>1996</i> regulation. 	<ul style="list-style-type: none"> Establishes a transition period wherein streets may be considered under either this regulation or the former regulations. (<i>Necessary updating to reflect current date.</i>)
30	same	<ul style="list-style-type: none"> Sets the standard for VDOT’s adoption of local ordinances as “<i>equal or greater to</i>” VDOT’s regulations. 	<ul style="list-style-type: none"> Sets the standard for VDOT’s adoption of local ordinances as “<i>not in conflict with</i>” VDOT’s regulations. (<i>Clarifies intent.</i>)
40	same	<ul style="list-style-type: none"> See next column. 	<ul style="list-style-type: none"> Makes textual changes to address acceptance of “network additions” in addition to “streets.” (<i>To reflect new terminology.</i>)

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n/a	50	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Establishes three area types which determine the design and connectivity standards that apply to streets and network additions in order to be accepted into the secondary system of state highways. (<i>Area types are based on federal, regional, and local planning boundaries. Area types were established to recognize the diversity of development and topography within the Commonwealth. Connectivity requirements differ for each area type due to differences in zoning and land use requirements for each area type.</i>) Sets forth requirements for street acceptance to be met through other standards and for a different area type to be designated for a particular location. (<i>Connectivity and pedestrian accommodation requirements differ for each area type due to differences in zoning and land use requirements for each area type.</i>)
50	60	<ul style="list-style-type: none"> Uses the term “public service” in establishing criteria relating to acceptance of streets into secondary system under catchline “Service requirements.” 	<ul style="list-style-type: none"> Uses the term “public benefit” to describe general requirements that include “public service” that must be met prior to a street’s acceptance into the secondary system of highways. Public benefit is provided if the street “meets or exceeds the public service, pedestrian accommodation, and connectivity requirements of the applicable area type of this chapter.”
n/a	60 (B)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Requires that the street or network addition meet all other applicable requirements including the connectivity requirements in order to be placed under VDOT maintenance prior to meeting the public service provisions. (<i>Connectivity is required pursuant to §33.1-70.3 of the Code of Virginia.</i>)
50 (A)	60 (B)	<ul style="list-style-type: none"> Requires that the <i>resident engineer</i> confer with the <i>Director of Local Assistance or other designee appointed by the commissioner</i> to determine whether to accept a street prior to it meeting the public benefit requirements. 	<ul style="list-style-type: none"> Requires that the <i>district administrator</i> confer with the <i>Director of Asset Management</i> to determine whether to accept a street prior to it meeting the public benefit requirements. (<i>To reflect current delegation of duties and processes and procedures within VDOT and legislative change of resident engineer’s title.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
n/a	60 (B)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Allows for the public service requirements to be reduced for individual streets serving state or local economic development projects subject to approval by the district administrator. (<i>To recognize importance of and encourage economic development projects.</i>)
50 (A)	n/a	<ul style="list-style-type: none"> Allows public service requirements to be waived for cul-de-sacs less than 0.25 miles in length when the acceptance of the street or streets will complete the acceptance of all streets within the subject section of the subdivision. 	<ul style="list-style-type: none"> New provisions in 24 VAC 30-92-60 allow the district administrator's designee latitude in determining whether streets or other features meet public service criteria or reducing connectivity requirements; these are discussed in greater detail later in this table. (<i>Allows reasonable exceptions to new acceptance standards to be made consistent with specific field situations.</i>)
n/a	60 (B)(1)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Specifies that requirements for streets which meet any one of certain criteria apply to streets in all area types. (<i>To address area type concept introduced in the new regulation.</i>)
50 (C)(3)	60 (B)(1)(a)	<ul style="list-style-type: none"> See next column. 	<ul style="list-style-type: none"> Moves the provision regarding consideration of streets serving manufactured home parks. (<i>To clarify.</i>)
50 (B)(3)	60 (B)(1)(c)	<ul style="list-style-type: none"> Provides that public service may include an extension of a street to the subdivision boundary to facilitate the continuity of possible adjacent development. 	<ul style="list-style-type: none"> Provides that a public service may include a street that is a stub-out. (<i>In accordance with definition of stub-out, which is such an extension of street as referenced in the existing regulation.</i>)
50 (C)	60 (B)(2)	<ul style="list-style-type: none"> Provides that a through street that serves a shopping center or rental apartment building may be considered for maintenance as part of the secondary system of state highways if it is deemed by the department to provide a public service. 	<ul style="list-style-type: none"> Provides that a through street that serves a shopping center or rental apartment building may be considered for maintenance as part of the secondary system of state highways if it is deemed by the department to provide a public service <i>and provided it is well defined and the district administrator's designee determines that it is not a travel way through a parking lot.</i> (<i>To ensure that public funds are not used to maintain private parking lots.</i>)
n/a	60 (B)(3)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Adds provision that a network addition shall be considered to provide service if it meets certain criteria. Defines the criteria. (<i>Criteria ensure that a network addition serving only undeveloped or developer-owned lots do not qualify for VDOT maintenance.</i>)

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n/a	60 (C)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Adds a section on connectivity requirements (C) for the compact (C1), suburban (C2), rural (C3), and individual street (C4) standards and provides exceptions (C5). (<i>To address area type concept introduced in the new regulation. Connectivity and pedestrian accommodation requirements differ for each area type due to differences in zoning and land use requirements for each area type.</i>)
n/a	60 (C)(6)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Addresses potential conflicts between this regulation and the Access Management Standards: Principal Arterials (24 VAC 30-72). (<i>Access Management Standards: Principal Arterials includes requirements for sight distance and intersection spacing which may conflict with the connectivity requirements of this regulation.</i>)
60 (A)	70 (A)	<ul style="list-style-type: none"> See next column. 	<ul style="list-style-type: none"> Rephrases for clarity and ease of reading. States that in reviewing a preliminary plan, VDOT would not consider any local requirements in conflict with the requirements of this chapter. (<i>Because plans are submitted in accordance with local ordinances, this provision clarifies that if such ordinances are in conflict with VDOT's requirements, VDOT will not consider such ordinances in reviewing plans to determine whether the planned streets will qualify for acceptance into the secondary system.</i>)
60 (A)(3)	70 (A)(3)	<ul style="list-style-type: none"> Contains no reference to public transportation or bicycle and pedestrian accommodations with respect to "transportation facilities." 	<ul style="list-style-type: none"> Specifies that "transportation facility" includes "any public transportation facilities as well as bicycle and pedestrian accommodations." (<i>To ensure consistency with emphasis on alternate modes of transportation and compliance with the Commonwealth Transportation Board's "Policy for Integrating Bicycle and Pedestrian Accommodations."</i>)
60 (A)(5)	70 (A)(5)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Requires submittals of plats to include "[t]he connectivity index of the network addition as proposed, if applicable." (<i>To incorporate new concepts in regulation into existing administrative process.</i>)

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60 (A)(6)	70 (A)(6)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Requires submittals of plats to include “[t]he location of stub-outs on adjoining property, if applicable, and the location of any proposed stub-outs within the network addition.” (<i>In accordance with the connectivity requirements of §33.1-70.3 of the Code of Virginia.</i>)
60 (A)	70 (A)	<ul style="list-style-type: none"> Requires that approval of the conceptual plan and subdivision sketch shall be considered concurrence only in the functional classifications and layout of the streets and is deemed to satisfy any requirement for notification to the county official. 	<ul style="list-style-type: none"> Requires the district administrator’s designee to notify the developer and local official as to whether or not the streets in the proposed network addition meet the connectivity and other requirements of this chapter. (<i>To incorporate new concepts in regulation into existing administrative process.</i>)
60 (A)	70 (A)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Provides that modification of street layout so that the network addition no longer meets the connectivity requirements of this chapter, will render VDOT’s approval or concurrence void and require additional review of the conceptual plan, plat or sketch. (<i>To ensure that developers understand that modifications to the street layout may impact validity of VDOT approval of conceptual plans of development.</i>) Provides that the VDOT review shall include the provision of collector and other higher order streets and that VDOT may make recommendations for the provision of such streets to address the traffic generated by the development. (<i>To allow VDOT to address traffic impact of new developments on the existing transportation network. This is consistent with § 15.2-2222.1 of the Code of Virginia concerning coordination of state and local transportation planning.</i>)
60 (D)(1)	70 (D)(1)	<ul style="list-style-type: none"> Plan approval will address street <i>design</i>. The resident engineer will advise the appropriate county official and developer, if applicable, of review results of plat, plan, or both. 	<ul style="list-style-type: none"> Plan approval will address street <i>layout and design</i>. The district administrator’s designee will advise the appropriate county official and developer, if applicable, of review results of plat, plan, or both. (<i>In terms of definitions, “design” means a preliminary sketch or outline showing the main features of the street; a “layout” depicts the planned street network.</i>)
60 (D)	70 (D)	<ul style="list-style-type: none"> Provides that validity of the VDOT approval expires after <i>three</i> years if construction has not commenced. 	<ul style="list-style-type: none"> Provides that validity of the VDOT approval expires after <i>five</i> years if construction has not commenced. (<i>Consistent with § 15.2-2261 at the time of drafting and provide additional time for for a developer to begin construction of streets.</i>)

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60 (D)	70 (D)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Network additions will only be accepted when the entire network addition has been constructed, except in such instances where the constructed portion meets the applicable public benefit requirements of this chapter. (<i>Allows for a network addition to be accepted in phases so that those portions of the network addition that provide public benefit can be maintained using VDOT funds. The intent of this provision is to provide flexibility to developers to bring in streets into the system. This is consistent with subdivision development practices, particularly in master planned communities, which frequently take a phased approach.</i>)
60 (E)(6)	70 (E)(6)	<ul style="list-style-type: none"> <i>Director of Local Assistance or other designee appointed by the commissioner</i> has authority to waive required agreements between the developers and localities. 	<ul style="list-style-type: none"> <i>Director of Asset Management</i> has authority to waive required agreements between the developers and localities. (<i>To reflect current delegation of duties within VDOT.</i>)
70 (A)	80 (A)	<ul style="list-style-type: none"> Distinguishes between roads that benefit <i>overall</i> traffic and roads that benefit the development of land. 	<ul style="list-style-type: none"> Distinguishes between roads that benefit <i>regional</i> traffic and roads that benefit the development of land <i>and local</i> traffic. (<i>To address new policy distinction between those streets that benefit the regional transportation network and those that primarily serve the development of land and local traffic.</i>)
70 (B)(1)	80 (B)(1)	<ul style="list-style-type: none"> Uses the term “transportation element.” 	<ul style="list-style-type: none"> Uses the term “transportation plan.” (<i>To update terminology in accordance with § 15.2-2223, as effective July 1, 2007.</i>)
70 (B)(2)(a)	80 (B)(2)(a)	<ul style="list-style-type: none"> All street construction costs shall be provided from non-VDOT funds, except when authorized by <i>the director of Local Assistance</i>. 	<ul style="list-style-type: none"> All street construction costs shall be provided from non-VDOT funds, except when authorized by VDOT. (<i>To reflect current delegations of duties and processes and procedures within VDOT.</i>)
70 (C)(3)	n/a	<ul style="list-style-type: none"> See next column. 	<ul style="list-style-type: none"> (<i>To remove final sentence in 24 VAC 30-91-70 (C)(3) as it was redundant.</i>)
80 (A)	90 (A)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> When the proposed connection to the existing streets maintained by VDOT involves a stub-out, a land use permit shall not be unreasonably withheld. (<i>This provision is consistent with the requirement to provide connectivity pursuant to §33.1-70.3 of the Code of Virginia.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
80 (B)(2)	90 (B)(2)	<ul style="list-style-type: none"> Relocation, adjustment, and improvement of existing streets under VDOT jurisdiction should include overlaying and restriping the old and new portions of the roadway. 	<ul style="list-style-type: none"> Relocation, adjustment, and improvement of existing streets under VDOT jurisdiction should include overlaying and restriping the old and new portions of the roadway <i>as may be required by the district administrator's designee. (To provide the district administrator's designee with discretion as to whether overlaying and restriping of the entire roadway is required.)</i>
80 (B)(4)	90 (B)(4)	<ul style="list-style-type: none"> Refers to "traffic" without specifying the nature of the traffic. 	<ul style="list-style-type: none"> Clarifies that traffic to be maintained on existing streets during any construction includes both vehicular and pedestrian traffic. <i>(To provide clarity.)</i>
90	100	<ul style="list-style-type: none"> Discretionary judgments of resident engineers cannot result in sacrifice of safety features, structural integrity, or traffic capacities. 	<ul style="list-style-type: none"> Authorizes VDOT district administrators considerable discretion regarding the design of secondary streets functionally classified as "collector" or above, and provides the commissioner discretionary authority regarding the safety features, structural integrity, or traffic capacities prescribed by these requirements. <i>(To allocate discretionary authority among VDOT field personnel and the commissioner based on functional classification and role of commissioner as set out in § 33.1-69 "[t]he control, supervision, management and jurisdiction over the secondary system of state highways shall be vested in the Department of Transportation and the maintenance and improvement, including construction and reconstruction, of such secondary system of state highways shall be by the Commonwealth under the supervision of the Commonwealth Transportation Commissioner.")</i>
90	100	<ul style="list-style-type: none"> Allows meandering alignment and rolling grades if adequate stopping sight distances and reasonable alignment and gradients are provided to safely accommodate the projected traffic at the design speed. 	<ul style="list-style-type: none"> The commissioner is authorized discretionary authority regarding the safety features, structural integrity, or traffic capacities prescribed by these requirements. <i>(See rationale above.)</i>
100	110	<ul style="list-style-type: none"> See next column. 	<ul style="list-style-type: none"> Clarifies requirements for appeal to the district administrator. <i>(To improve explanation of processes and procedures.)</i>
100	110	<ul style="list-style-type: none"> Provides for a second appeal to be made to the commissioner's designee. 	<ul style="list-style-type: none"> Revises existing appeals process by referring to "district administrator's designee" rather than "resident engineer," "local official" rather than "county official," and deletes second appeal to be made to the commissioner's designee. <i>(See rationale above.)</i>

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110 (A)	120 (A)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Requires all local streets to have a design speed equal to the posted speed limit, except in cases of low (400 vpd or less) projected traffic volume. Requires that VDOT, the locality, and the developer take measures to minimize the impacts of through traffic on local streets, including measures to manage vehicle speed. (<i>To utilize context sensitive design of local streets and manage vehicle speed on local streets to appropriate levels.</i>)
110 (B)	120 (B)	<ul style="list-style-type: none"> Allows for reduced pavement widths for curb and gutter sections when approved by the locality. Does not require request for reduced pavement width if VDOT had approved a standard for use throughout the locality. 	<ul style="list-style-type: none"> Requires compliance with this chapter, the Road Design Manual, and the Subdivision Street Design Guide. (<i>To simplify requirements. The Subdivision Street Design Guide provides that "[t]he department does not require the use of curb and gutter on subdivision streets..." However, it offers design standards for developers who use them. The Road Design Manual includes the Subdivision Street Design Guide as Appendix B as well as other road design specifications.</i>)
110 (D)	120 (D)	<ul style="list-style-type: none"> Overlay and restriping of roadway surface are mandatory. 	<ul style="list-style-type: none"> Overlay and restriping of roadway surface may be required by the district administrator's designee. (<i>To be consistent with 24 VAC 30-92-90 (B)(2), also 24 VAC 30-91-80 (B)(2), which provides the district administrator's designee with discretion as to whether overlay and restriping is required.</i>) Provides that the district administrator's designee shall not require the entire roadway surface overlaid and re-striped when the only pavement addition to the existing roadway was for bicycle lanes unless there are extenuating circumstances. (<i>To relieve developers of the burden of unnecessary repaving.</i>)
110 (E)(1)	120 (E)(1)	<ul style="list-style-type: none"> Provides that additional pavement width for cars to exit parking spaces without impeding traffic may be required. Requires approval of restricted on-street parking to be approved by the locality and the resident engineer. 	<ul style="list-style-type: none"> Provides that a street design with limited or no on-street parking shall be approved when sufficient off-street parking is provided. (<i>To ensure residents have sufficient parking space and provide flexible parking requirements.</i>)

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110 (E)(2)	120	<ul style="list-style-type: none"> Encourages localities to adopt local ordinances to appropriately address adequate off-street parking in subdivisions and establishes default criteria. 	<ul style="list-style-type: none"> 24VAC30-92-120 (Design and agreement requirements) stipulates the Road Design Manual and Subdivision Street Design Guide as sources for geometric design requirement, and sufficient off-street parking must be ensured by the local governing body in accordance with the regulations if streets in a proposed network addition are constructed in accordance with design requirements for streets with off-street parking. <i>(To provide more design detail and strengthen responsibilities of localities with respect to off-street parking.)</i>
110 (E)(2)(a)	120 (E)(2)	<ul style="list-style-type: none"> Requires a minimum of two off-street parking spaces per dwelling unit, exclusive of garage facilities, additional off-street parking space when the width of any residential curb and gutter roadway is proposed for reduction, and that on-street parking along other streets not be considered as additional off-street parking. 	<ul style="list-style-type: none"> Requires a minimum of two off-street parking spaces per dwelling unit, which may be provided in a garage or bay. <i>(To discourage the design of streets where parking will be very limited or only occasional, such that higher operating speeds will be encouraged.)</i> Allows VDOT approval of less parking when a development is served by mass transit. <i>(To allow for fewer parking facilities where residents served by mass transit may be less likely to own vehicles.)</i>
n/a	120 (E)(3)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Allows for street designs that assume no parking in accordance with local ordinances. <i>(Allows street width to be tailored to local conditions based upon the locality's expectations of parking demand.)</i>
n/a	120 (E)(4)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Provides that VDOT shall not prohibit roadway design that allows for on-street parking on any local or collector roadway with a speed limit of 35 mph or less in a compact or suburban area type. <i>(To provide flexibility for the local governments and developers to provide parking on low-speed roadways in developing and developed areas.)</i>

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
110 (F)	120 (F)	<ul style="list-style-type: none"> Provides that a nontraveled way within a turnaround is typically included in the dedicated right-of-way. 	<ul style="list-style-type: none"> Provides that a nontraveled way within a turnaround may be excluded from the dedicated right-of-way if VDOT and the locality reach an agreement regarding maintenance. (<i>To address situations where stormwater management facilities may be placed with the nontraveled way within a turnaround.</i>) Provides that nothing in this chapter shall prohibit the provision of stormwater management facilities in the nontraveled way areas of a cul-de-sac, provided certain requirements are met. (<i>To comply with § 33.1-70-3, which requires that VDOT promulgate provisions to minimize stormwater runoff.</i>)
120 (G)	n/a	<ul style="list-style-type: none"> Allows the resident engineer to grant exceptions to curb and gutter requirements when roll top curb is used. 	<ul style="list-style-type: none"> None. (<i>To simplify requirements. The Subdivision Street Design Guide provides that "[t]he department does not require the use of curb and gutter on subdivision streets..." However, it offers design standards for developers who use them. The Road Design Manual includes the Subdivision Street Design Guide as Appendix B as well as other road design specifications.</i>)
110 (I)	120 (I)	<ul style="list-style-type: none"> Separate pedestrian and bicycle facilities are not mandated by VDOT. 	<ul style="list-style-type: none"> Requires that any street proposed for VDOT acceptance shall accommodate anticipated pedestrian and bicycle traffic in accordance with the referenced CTB policy and this chapter. (<i>To comply with § 33.1-70-3, which requires connectivity of road and pedestrian networks. To ensure consistency with emphasis on alternate modes of transportation and compliance with the CTB's "Policy for Integrating Bicycle and Pedestrian Accommodations."</i>)
110 (I)(1)(a)	n/a	<ul style="list-style-type: none"> Provides that vertically meandering sidewalks may be considered noncompliant. 	<ul style="list-style-type: none"> 24VAC30-92-120 (Design and agreement requirements) simply states that "[n]oncompliant sidewalk, bicycle and shared use paths that fail to meet requirements of the department's standards for construction, alignment, or placement within the dedicated right of the street shall be deemed to be noncompliant . . ." without specifying a particular orientation of the sidewalk. (<i>The Subdivision Street Design Guide (p. B-24) states that sidewalks "should generally conform to the vertical alignment of the adjacent roadway."</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
n/a	120 (I)(2)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Allows for a waiver to be granted so that VDOT can maintain noncompliant sidewalks. (<i>Section 4.5 of the CTB's "Policy for Integrating Bicycle and Pedestrian Accommodations" states that "VDOT will maintain bicycle and pedestrian accommodations as necessary" to keep them usable and accessible.</i>)
110 (I)(2)	120 (I)(2)	<ul style="list-style-type: none"> Specifies that noncompliant sidewalks and shared use paths may be constructed of "bituminous concrete, hydraulic concrete, gravel, or other stabilizer convenient to the applicant." 	<ul style="list-style-type: none"> Specifies that "[n]oncompliant sidewalks and shared use paths may be constructed of stabilizer convenient to the applicant." (<i>Since it is the applicant's choice as to material, it is unnecessary to list possible materials.</i>)
110 (J)(2)	120 (J)(2)	<ul style="list-style-type: none"> Uses the term "pedestrian facilities." 	<ul style="list-style-type: none"> Uses the term "pedestrian accommodations." (<i>To be consistent with the CTB's "Policy for Integrating Bicycle and Pedestrian Accommodations."</i>)
110 (J)(3)	120 (J)(3)	<ul style="list-style-type: none"> "Principle." 	<ul style="list-style-type: none"> "Principal." (<i>To correct spelling.</i>)
110 (J)	120 (J)	<ul style="list-style-type: none"> Requires that the costs of grade structure and inspection not be borne by VDOT. 	<ul style="list-style-type: none"> Requires that the <i>burden</i> and costs of grade structure and inspection not be borne by VDOT. (<i>To provide that VDOT is not required to perform the grade structure and inspection.</i>)
110 (L)(1)	120 (L)(1)	<ul style="list-style-type: none"> Requires that drainage facilities be designed in accordance with the VDOT Drainage Manual and supplemental directives. 	<ul style="list-style-type: none"> Requires that drainage facilities be designed in accordance with the VDOT Drainage Manual and supplemental directives <i>or the Subdivision Street Design Guide. (§ 33.1-70-3 requires that VDOT promulgate provisions to minimize stormwater runoff.)</i>
110 (L)(2)	120 (L)(2)	<ul style="list-style-type: none"> References to the VDOT Erosion and Sediment Control and Stormwater Management Program Standards and Specifications Manual do not specify that these are approved standards and specifications. 	<ul style="list-style-type: none"> Specifies that the VDOT Erosion and Sediment Control and Stormwater Management Program Standards and Specifications Manual is "approved" and "annually approved by the Department of Conservation and Recreation." (<i>To reflect the official status and required approval cycle for this document by an entity outside of VDOT.</i>)
n/a	120 (L)(2)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Provides that stormwater devices and treatments may be placed within the right-of-way if the department and the local governing body have executed an agreement that meets certain requirements. (<i>§ 33.1-70-3 requires that VDOT promulgate provisions to minimize stormwater runoff.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
110 (M)(5)(a)	120 (M)(5)(a)	<ul style="list-style-type: none"> No VDOT approval is necessary if the local governing body establishes adequate requirements, including testing and inspection to minimize future settlement, and if these requirements do not conflict with VDOT requirements. 	<ul style="list-style-type: none"> Provides that adequate requirements developed by the locality for the design, location, and construction of underground utilities within the right-of-way must be approved by VDOT before becoming VDOT requirements. (<i>To ensure that VDOT has reviewed locality requirements.</i>)
110 (M)(5)(a)	n/a	<ul style="list-style-type: none"> Provides a list of rules for locating utilities inside the pavement area when locating them outside of the pavement area is not practical <i>and when it is endorsed by the locality.</i> 	<ul style="list-style-type: none"> Provides a list of rules for locating utilities inside the pavement area when locating them outside of the pavement area is not practical; removes reference to local government endorsement. (<i>Consistent with the rationale making VDOT, rather than locality, the authority for determining utility location rules.</i>)
110 (M)(5)(a)(1)	120 (M)(5)(a)(1)	<ul style="list-style-type: none"> Specifies that a parking area in which a utility is placed be “adjacent to curb and gutter roadways.” 	<ul style="list-style-type: none"> No requirement that that a parking area in which a utility is placed be “adjacent to curb and gutter roadways.” (<i>To make the requirement consistent with the Subdivision Street Design Guide, which does not mandate the use of curb and gutter on subdivision streets.</i>)
n/a	120 (M)(5)(a)(2)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Adds alley as an acceptable location for an underground utility when adequate provisions are taken. (<i>Consistent with inclusion of the term “alley” in the regulation.</i>)
110 (M)(5)(a)(2)(b)	120 (M)(5)(a)(2)(b)	<ul style="list-style-type: none"> Requires that longitudinal installations and manholes be placed in the center of <i>an undivided roadway</i> out of the wheel path. 	<ul style="list-style-type: none"> Requires that longitudinal installations and manholes be placed in the center of <i>a travel lane</i> out of the wheel path. (<i>To provide ability for traffic to continue to use a roadway when utility work is being conducted.</i>)
110 (M)(5)(a)	120 (M)(5)(a)	<ul style="list-style-type: none"> Prohibits a manhole from being placed on a sidewalk or shared use path facilities within five feet of curb ramps or within driveway entrances. 	<ul style="list-style-type: none"> Prohibits a manhole from being placed on a sidewalk, <i>multi-use trail</i> or shared use path facilities within five feet of curb ramps or within driveway entrances. (<i>Adds a “multi-use trail”—a facility designed and constructed for bicycle and pedestrian transportation within a dedicated public way that is anticipated to be maintained by an entity other than VDOT—to sidewalks, and shared use paths—facilities designed and constructed according to the Road Design Manual for providing bicycle and pedestrian transportation.</i>)
110 (M)(5)(c)	120 (M)(5)(c)	<ul style="list-style-type: none"> Provides that cross-street conduits should occur at intersections <i>and approximately every 1,000 feet along the length of a street.</i> 	<ul style="list-style-type: none"> Provides that cross-street conduits should occur at intersections. (<i>Clarifies recommendation.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
n/a	120 (N)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Adds subsection on pedestrian accommodations. (<i>To reflect emphasis on facilitation of alternate forms of transportation and compliance with the CTB's "Policy for Integrating Bicycle and Pedestrian Accommodations" and § 33.1-70.3.</i>)
120 (A)	130 (A)	<ul style="list-style-type: none"> Requires that the width of right-of-way be sufficient to include all essential elements of the roadway, including pedestrian, bicycle, or shared use path facilities and clear zone. 	<ul style="list-style-type: none"> Requires that the width of right-of-way be sufficient to include all essential elements of the roadway, including pedestrian, multi-use trail, bicycle, or shared use path facilities and clear zone. (<i>Inclusion of "multi-use trail" in the regulation required amending this section.</i>)
130	none	<ul style="list-style-type: none"> Section on neotraditional developments. 	<ul style="list-style-type: none"> None. (<i>The section has been removed as it is anticipated that revisions to the Subdivision Street Design Guide and other VDOT documents will allow developers and local governments to pursue neotraditional developments without requesting waivers and exemptions from VDOT.</i>)
140 (A)	same	<ul style="list-style-type: none"> Requires that the developer provide a maintenance fee to offset the department's maintenance costs. Includes inspection costs in the administrative cost recovery fee. 	<ul style="list-style-type: none"> Requires that the developer provide an inspection fee to cover VDOT's cost of inspecting the new street. (<i>Separates inspection fee from administrative cost recovery fee. § 33.1-70.3 requires that VDOT promulgate provisions for cost recovery fees.</i>) <i>Inspection costs are now covered in the inspection fee.</i> Clarifies that "tenth" relates to a portion "of a mile." (<i>To clarify.</i>)
140 (B)	same	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Gives VDOT the right to inspect or have inspected the street at any time during construction and prior to acceptance, requires the developer to cooperate in inspection, and allows VDOT to refuse acceptance if the developer does not cooperate. (<i>To ensure quality of construction and compliance with this regulation.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
140 (B)(3)	140 (B)(1)(a)	<ul style="list-style-type: none"> Amount of surety section sets surety at \$2,000 per tenth of lane mile. 	<ul style="list-style-type: none"> Adds a section on amount of surety (\$3,000 for each tenth of lane mile) and allows for the CTB to adjust annually based on the PPI up to \$5,000 for each tenth of lane mile. (<i>§ 33.1-70.3 requires that VDOT promulgate provisions for performance bonding of new secondary streets. Increased surety reflects increases in pavement producer price index; adjustment provision allows for the CTB to increase or decrease the surety in accordance with inflation.</i>) Waives surety for streets in the Rural Addition program. (<i>Rural Addition streets exist due to past development which either could not be or were not proposed for acceptance into the secondary system. In some cases, these streets were built for reasons other than development and were not eligible for acceptance. However, due to increased public service, these streets meet prerequisites for addition to the secondary system and improvement at public expense. The CTB approved a Rural Addition Policy in 1988 (see “Guide for Additions, Abandonments, and Discontinuances”) to administer additions to the secondary system, including requirements for drainage, right of way, obligations of local Boards of Supervisors and others with respect to these streets. Waiving surety is a way to facilitate acceptance of these streets into the secondary system.</i>)
140 (B)(1)	140 (B)(1)(b)	<ul style="list-style-type: none"> Surety period is <i>one</i> year. 	<ul style="list-style-type: none"> Adds a section on length of surety (<i>up to three years depending on type of inspection process utilized</i>). (<i>§ 33.1-70.3 requires that VDOT promulgate provisions for performance bonding of new secondary streets. Due to length of time required to complete a development and different levels of inspection across the state, a longer span was deemed necessary in order to determine if a street’s structure was built correctly</i>)
n/a	140 (B)(1)(c)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Adds a section on third party inspection. (<i>To provide a means for independent evaluation of the street to relieve the developer of two years of surety if the inspector finds the street is built to standard.</i>)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
140 (B)(2)(a)	same	<ul style="list-style-type: none"> For localities where the governing body administers a comprehensive subdivision construction inspection program that has been approved by VDOT, VDOT <i>may</i> grant a waiver to surety. 	<ul style="list-style-type: none"> For localities where the governing body administers a comprehensive subdivision construction inspection program that has been approved by VDOT, VDOT <i>shall</i> grant a waiver to surety. (<i>To ensure relief of surety burden on developers who are subject to local inspection programs.</i>)
140 (B)(2)(b)	same	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Specifies that for VDOT inspections, VDOT may use consultants and that the inspection will be "equivalent to that required for third-party inspection." (<i>To allow VDOT flexibility to bring in external expertise, and to specify that third-party and VDOT inspections will be equivalent.</i>) VDOT inspection will result in waiver of the inspection fee. (<i>Periodic inspection of road construction by VDOT will obviate the need for a final street inspection and thus the inspection fee.</i>)
140 (C)	none	<ul style="list-style-type: none"> A maintenance fee, provided by the developer, is required for the acceptance of any street as part of the secondary system of state highways. The maintenance fee is calculated at the rate of \$150 per lane per tenth mile or portion thereof.. 	<ul style="list-style-type: none"> Maintenance fee deleted; its purpose was to offset VDOT's maintenance costs. Rate for surety is increased from \$2,000 per each tenth of lane mile or part thereof, to \$3,000 per each tenth of lane mile or part thereof, for maintenance as part of the secondary system of state highways (see previous page). Furthermore, the CTB can adjust the surety annually based on increases or decreases in the producer price index for highway and street construction materials up to an amount not to exceed \$5,000 for each tenth of lane mile or portion thereof. (<i>The maintenance cost for a new facility is very low if new secondary streets are construction properly, the revised inspection process and surety requirements will help VDOT cover costs of roadway failure.</i>)
140 (D)	140 (C)	<ul style="list-style-type: none"> Provisions exempting street additions requested by the locality prior to 7/1/05 from the cost recovery fee; fixing the cost recovery fee for three years for plans approved after the effective date; and computing the cost recovery fee as \$250 per lane plus \$100 per lane per tenth mile through 7/1/07, after which a cost adjustment may be applied by VDOT. Describes adjustment of the cost recovery fee. Reduces administrative cost recovery fee by 50% if surety is waived. 	<ul style="list-style-type: none"> Sets the administrative cost recovery fee at \$500 per center lane plus \$250 per tenth of center lane mile. (§ 33.1-70.3 requires that VDOT promulgate provisions for cost recovery fees. Increased fee reflects inflation and increased administrative costs incurred by VDOT.)

Current section number	Proposed new section number, if applicable	Current requirement	Proposed change (<i>rationale in italics and parentheses</i>)
n/a	140 (C)(2)(c)	<ul style="list-style-type: none"> Provides that VDOT may establish an account for plan review <i>or inspection services or both.</i> 	<ul style="list-style-type: none"> Provides that VDOT may establish an account for plan review. <i>(To break up the single into two accounts: one for plan review, which is addressed here, and one for inspection services, which is addressed in 24 VAC 30-92-140(D).)</i>
n/a	140 (D)	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Adds a street inspection fee (\$250 per lane plus \$125 per tenth of lane mile) to recover a portion of VDOT's direct costs associated with the inspection to be paid at the time the streets are accepted by VDOT. <i>(§ 33.1-70.3 requires that VDOT promulgate provisions for cost recovery fees.)</i> Reduces the street inspection fee by 75% if either a third party inspection process or a local street inspection certification process is used. <i>(Inspection by a third party or locality will lessen the need for a final street inspection and thus the need for a full inspection fee.)</i> Allows VDOT to establish an account for tracking costs and billing the developer for VDOT inspection services. <i>(To break up the single into two accounts: one for plan review, which is addressed in 24 VAC 30-92-140(C), and one for inspection services, which is addressed here.)</i>